

---

# Tameside Local Plan: Homes, Spaces, Places Options and Preferences Plan Consultation

Thank you for providing the opportunity for TfGM to comment on the Tameside Local Plan: Homes, Spaces, Places - Options and Preferences Plan consultation. To date, a collaborative working approach has seen the effective development and adoption of the Places for Everyone joint development plan document. TfGM are keen to continue working collaboratively with Tameside Council in the production and adoption of part two of the Tameside Local Plan as well as post plan to ensure the effective delivery of the plan's objectives.

## General Comments

As you are aware the integration of land use and transport planning is central to achieving sustainable development. The challenges involved in achieving the expected growth in Greater Manchester and accommodating that growth in a sustainable way without additional traffic congestion and transport emissions on an already busy transport network, will be considerable. There are already some critical transport issues which the city region faces notably peak time congestion on the highway network and the knock-on impacts on carbon emissions and air quality.

We have therefore developed our Right Mix Target to improve our transport system so that by 2040, 50% of all journeys in GM will be made by public transport or active travel, with no net-growth in motor vehicle traffic. This will support over 1 million more journeys per day on our Bee Network through walking, wheeling, cycling and public transport by 2040. Achieving this target will require a substantial increase in the level of investment to provide transport services and a cultural change in how people in GM choose to travel. It will also require a joined-up approach that recognises the important influence that decisions and action outside of the transport sector can have on travel outcomes.

We are therefore fully supportive of the general approach taken by the HSP Options and Preferences Plan Consultation. In particular, we support the vision, strategic objectives and policies designed to reduce car dependency whilst maximising the potential for walking, wheeling, cycling and public transport use. As a further key component of reducing the need to travel by car, we also support proposals to positively plan for the long-term vitality and viability of Tameside's town and local centres and the role that they will play in providing local services and facilities to meet day to day needs.

**Every journey. Every day.**

---

## Detailed Comments

The following detailed comments are intended as suggestions where we feel Homes, Spaces Places could be improved or in order to provide greater clarity.

### Homes, Spaces, Places, strategic objectives

*"Travel: To enable everyone to travel safely, conveniently and reduce congestion."*

It may be best not to include a strategic objective to reduce congestion as it is unlikely to be achievable. All economically successful cities or urban areas experience some degree of peak hour highway congestion which is an inevitable outcome of high travel demand in the peak hour periods. Evidence shows that any increase in highway capacity, in an attempt to reduce congestion, is quickly matched by latent and induced travel demand as additional car journeys take advantage of the increased highway capacity. An alternative option may be to set an objective to improve the efficient operation of the whole transport network which enables more people to travel to their desired destination in the morning and evening peak hours (whilst accepting that some degree of peak hour congestion is inevitable). This could be:

Travel: To increase the efficiency and reliability of the transport network to enable more people to travel safely and conveniently.

### Policy approach HSP T1: General Approach

*The Council proposes to maintain, manage and where necessary improve transportation infrastructure as part of a balanced sustainable transportation strategy that is in accordance with the objectives of Transport for Greater Manchester's Local Transport Plan...*

We would recommend that the words "Transport for Greater Manchester's Local Transport Plan", be replaced with "Greater Manchester's Local Transport Plan". Whilst TfGM officers are currently working on a new Greater Manchester LTP, they are doing this on behalf of and in consultation with the 10 Greater Manchester Local Authorities, GMCA and other key stakeholders. The New LTP will be the Greater Manchester LTP not TfGM's LTP.

### Policy approach HSP T3: Rail Infrastructure

This policy includes a list of proposed station schemes but does not include Access for All (AfA) Rail Station Accessibility Improvements at Flowery Field and Newton for Hyde stations which were both awarded DfT AfA funding for step free schemes in CP7 (2024-29). The high level programme for the AfA schemes (subject to change) is set out below. The programme also includes Broadbottom station although at this stage it is understood that Broadbottom is only funded to detailed design.

Tranche		Station	Start	Construction Start	Construction Completion
Tranche 1 (Main Programme)	1	Daisy Hill	24	Mar-24	Apr-25
Tranche 1 (Main Programme)	2	Irlam		Mar-24	Apr-25
Tranche 2 (Next Tranche)	3	Bryn	2026	Jan-26	Apr-27
Tranche 2 (Next Tranche)	4	Hindley		Feb-26	Jan-27
Tranche 2 (Next Tranche)	5	Reddish North		May-26	Jun-27
Tranche 2 (Next Tranche)	6	Swinton		Aug-26	Jun-27
Tranche 3	7	Flowery Field		Oct-26	Sep-27
Tranche 3	8	Newton for Hyde		Oct-26	Sep-27
Tranche 3	9	Levenshulme	Oct-26	Sep-27	
Tranche 4	10	Bredbury	2027	Oct-27	Oct-28
Tranche 4	11	Woodsmoor		Oct-27	Oct-28
Tranche 5	12	Broadbottom	2028	Feb-28	Feb-29
Tranche 5	13	Davenport		Feb-28	Feb-29
Tranche 5	14	Hall ith Wood		Feb-28	Feb-29
Tranche 5	15	Moorside		Feb-28	Feb-29

## Policy approach HSP T7: Freight Movement and Deliveries

It may be worthwhile considering how this policy could support the development of more sustainable freight movement and deliveries such as the use of rail, water and cargo-bikes / E-cargo bikes or the potential for urban distribution / consolidation centres and also any issues around the recent growth in home deliveries and the food delivery market. The emerging LTP Policy Paper DP - Freight and Logistics might be a useful resource to review when considering if the HSP T7 policy approach should consider these issues. [DP - Freight and Logistics](#)

## Policy approach HSP T8: Parking

TfGM would support the development of a differential zonal system of parking standards in new developments reflecting areas with good public transport access (GMAL could be used to evidence the level of PT provision) and high quality active travel infrastructure, such as town centres. However, this would also need to be dependent on adequate on-street parking controls (See Manual for Streets

---

8.3.6.). In the most accessible locations, very low levels of car parking provision or even car-free development could be considered.

NPPF paragraph 113 should also be taken into consideration. *“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”*-

NPPF paragraph 118 now requires all developments that will generate significant amounts of movement to be supported by a vision-led transport statement or transport assessment which prioritises sustainable transport modes accounting for the site location and use. In these circumstances, it may be better to encourage developers to use the generic borough-wide or zonal car parking standard as a starting point, which can then be tested against site based elements such as development location, mix and density, proposed site vision, sustainable transport measures to be provided and the need for car parking to act as demand management where appropriate.

Tameside Council may wish to consider this approach to car parking provision for larger developments or strategic development sites (such as Godley Green or Ashton Moss West). By ensuring a vision for the site promotes sustainable travel alongside other measures to reduce car use and increase sustainability such as mixed use development, higher densities and applying the concept of the 20 minute neighbourhood, a more bespoke (lower car parking) provision could be acceptable that aligns with the vision for the site and provides sufficient demand management to help reinforce the site vision. More stringent car parking levels may form part of a demand management strategy needed to encourage stakeholders such as National Highways to accept site-based vision-led strategies.

For larger developments or strategic development sites, technical assumptions in support of the vision-led strategy (e.g. trip generation and mode share) could be used in the evidence to support proposed car parking levels with reference to the borough-wide standards. In vision-led transport assessments, evidence could be used to illustrate how the car parking levels to be provided:

- Reinforce the transport vision for the site;
- Support any identified need for overall car parking levels to act as demand management as part of the multi-modal access strategy; and
- Utilise the standards as a reference point to define an appropriate level of car parking linked to available site-specific evidence.

## **Policy approach HSP T9: EV Charging Infrastructure**

TfGM welcome and support the development and implementation of a network of electric vehicle charging points across Tameside. The Reasoned Justification for this policy states *“Although changes*

---

*to Building Regulations will bring more capacity where new development or refurbishment takes place, there are still large areas of Tameside that face difficulties with installing or accessing EV charging provision. This is particularly relevant in communities where there is little or no off-road parking that would enable the installation of EV charging points.”*

The changes to Building Regulations introduced in June 2022 now require every new home, including those created from a change of use, with associated parking within the site boundary to have an electric vehicle charge-point. New non-residential buildings with more than 10 parking spaces must have at least one charging point and they also need to install cable routes for one in five (20%) of the total number of parking spaces.

Tameside Council may wish to consider a policy that raises the requirement for non-residential development above the current Building Regulation requirement of just one EV charge point, especially in those locations where there is little or no off-road residential parking which are therefore likely to have a higher demand for non-home charging. For example, large retail, commercial or employment development could be required to provide 5% (or 10%) of the total car parking for the development, as EV charge point spaces, depending on the existing local provision.

### **Policy on Travel Hubs and Park and Ride?**

Policy approach HSP T5: Facilities for Buses states *“The Council proposes to facilitate the provision of high quality, safe and accessible bus passenger waiting and interchange facilities, in association with Transport for Greater Manchester.”*. However, Tameside Council may wish to consider a separate policy approach to Travel Hubs including Park and Ride facilities. This could cover all public transport hubs such as rail stations and Metrolink stops as well as bus interchanges. The emerging LTP Policy Paper Travel Hubs (including Park and Ride) sets out a proposed approach to the development of Travel Hubs as well as Park and Ride principles and it may be a useful resource to review when considering if the Tameside Local Plan HSP needs to include a policy on Travel Hubs or Park and Ride facilities. [DP - Transport Hubs \(including Park and Ride\)](#)